



FIRST CLASS MAIL

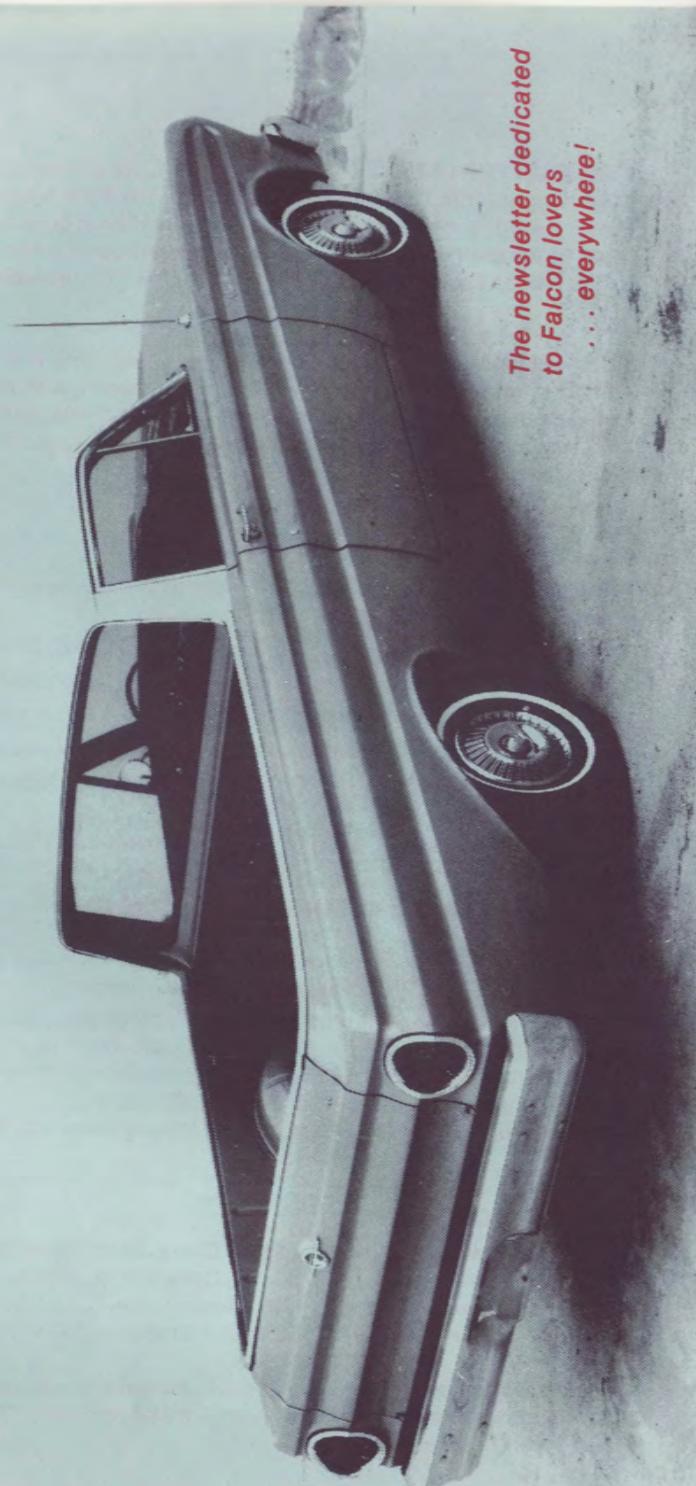
FALCON CLUB OF AMERICA

P.O. Box 1113

Jacksonville, AR 72076

Vol. 6 No. 9
APRIL 1985

The Falcon News



The newsletter dedicated
to Falcon lovers
everywhere!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$12.00, and are payable to The Falcon Club of America, Post Office Box 113, Jacksonville, AR, 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076. Phone (501) 982-1029.

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Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR, 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Drive, Jacksonville, AR, 72076.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

Editor: (Temp.) Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Partsmaster: James F. Hatcher, 8301 W. 92nd Terr., Overland, PK., KS., 66212 (SASE required for reply).

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

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Cover photo provided by Gene Makrancy of The Ranchero Club

CHAPTERS

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38134.

The Lone Star Chapter

Jerry Hutchinson, #1673, 2724 Townsend Dr., Ft. Worth, TX 76110. For information call (817) 921-9258.

The Founder's Chapter

Linda Acrey, 1208 S. Center, Lonoke, AR, 72086.

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The Rocky Mountain Chapter

David Jeffries, 7965 North Lowell, Westminster, CO 80030.

Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA, 98204.

Mid-America Chapter

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS, 66212.

Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE, 19933.

The Northeast Chapter

Milton Robar, Rt. 67, Warren Rd., Pawler, MA.

The Arizona Chapter

Pete Hoffman, 7523 Edgewater Circle, Mesa, AZ, 85208.

The Alamo Chapter

James Trevine, 6527 Timberhill, San Antonio, TX, 78201.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI, 54911.

The Suncoast Falcon Chapter

Steve Lee, 340 High Street, Tarpon Springs, FL, 33589.

The Southeast Chapter

7164 Hwy. 212 N., Covington, GA, 30209 (Phone [404] 483-8756).

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 3306, San Diego, CA, 92103.

The Ford Falcon Club of Los Angeles, 4724 N. Palmag, El Monte, CA, 91731.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.

Comet Club, 5878 Hobe Ln., White Bear Lake, MN, 55110-6466.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

April, 1985

It's Spring Time, and that means it's car show time. Let's get those Falcons out and let other people know we are proud of them. Let them know that there is a Falcon Club. If you need FCA cards or copies of *The Falcon News* to pass out at a meet, let us know it by writing and asking for them.

Members who live in the area with chapters, be sure to support them — the ones who don't, you have the chance to start one up. Just drop the Chapter Coordinator a line for information on how to start a chapter. Remember, it's a lot of fun to get out to Falcon get togethers, so get out there and take your Falcon with you.

The secretary has reported to me that some of the chapters have not yet turned in a roster and list of the officers of their chapter to the national, so for the ones who have not done so, please try to get this taken care of.

See you in Kansas City in August.



Roy E. Sword
President, FCA



EDITOR'S NOTE:

Had a lot of response with our last issue of *The Falcon News* as to what the members would like to have in *The Falcon News*. Several have requested we start a Feature Falcon each month of a member's. So we will try this if we can get some members who would like to have their Falcon featured in *The Falcon News* in the future.

Send me a good picture of your Falcon and a small write-up about it, then your Falcon could be featured in our newsletter.

The response for the Technical Help Wanted section went real well. Seems we have a lot of members who need help, and that's what the club is for, to help each other, so send your questions to the Editor so other members can help you with them.

If you have any other things you want in the newsletter, just drop me a line and let us know so we can work on it.

Last but not least, we have a feature article for the newsletter this month by Gene Makrancy of the Ranchero Club. I think the Ranchero owners will like this. Thanks, Gene, we appreciate your help. The Ranchero Club is listed in the section with other clubs of interest for those of you who might want to contact them. They put out a nice bi-monthly newsletter.

Roy E. Sword
Editor, FCA

CALENDAR OF EVENTS

APRIL 21, 1985

The Northwest Falcons Chapter, next meeting will be at 1:00 P.M. in the home of Ed Murphy. For more information contact: Ed Murphy, 100-137th Southeast, Evert, WA 98204. Phone 745-1937.

APRIL 21, 1985

The Rocky Mountain Chapter, thirty-one mile rally at Denver, 10:30 A.M., Tamarac Square, Hampden Street side. 31 mile run to Mount Falcon Park for picnic lunch. Call David Jeffries for information. 425-0706.

APRIL 27, 1985

The Founder's Chapter, the members of the Founder's Chapter have again been invited to the W & W Ford show in Searcy, Arkansas. We would like to have more Falcons there this year than ever before. Plan now to attend and have a day of fun. We will leave the ALCO parking lot at 7:30 A.M. in Jacksonville to tour to Searcy, and be stopping in Beebe, Arkansas for breakfast. Be sure to plan this meet. Contact: Roy Sword for more information. (Rain Date the next Saturday.)

APRIL 28, 1985

The Southeast Falcon Chapter, meets at Georgia Stony Mountain Park, behind Antique Auto Museum, starts at 1:00 P.M. and lasts until ??? Contact: Gary Goddard, 7164 Hwy. 212 N., Covington, Georgia 30209. Phone 1-404-483-8756.

MAY 4, 1984

The Northeast Chapter, Spring meet at Dutchess County Fairgrounds, Rhinebeck, New York, (Rt. 9), 30 minutes north of Poughkeepsie — easy access. Car Show available, SASE a must for more information. Tom Massarelli, 10 Young Street, Poughkeepsie, NY 12601. Phone (914) 471-7769.

MAY 18 - 19, 1985

The Rocky Mountain Chapter, Old Car Council Swap Meet, Adams County Fairgrounds, club display. For more information call Tom Botkin at 986-9268.

MAY 18, 1985

The Founder's Chapter will meet for potluck at 5:30 P.M. in the home of Bill Woodell, Searcy, Arkansas. Contact: Bill Woodell at 268-1470 or 268-8574.

MAY 26, 1985

The Rocky Mountain Chapter, first show-off awards meet, at Colorado Springs, 10:30 A.M., at the Target Store parking lot, N. Academy and Union Blvd. Call Dave Jeffries at 425-0706 for more information.

JUNE 9, 1985

The Rocky Mountain Chapter, 2nd Annual Heritage Square Falcon Show. This is the chapter's state meet, possibly could be a Regional meet if requested by some members. For more information contact: Dave Jeffries at 425-0706.

JUNE 9, 1985

Carnival of Cars, Detroit, Michigan. If any of the FCA members would be interested in showing their Falcon in this show contact: Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827. Phone 1-517-663-4263 no later than April 15, 1985.

AUGUST 9 - 10, 1985. 6TH ANNUAL NATIONAL MEET, KANSAS CITY, KS

Start making your plans now for this meet and make it in with your vacation this year. They just seem to get bigger and better each year. Watch for more details in upcoming Falcon News.

TECHNICAL HELP WANTED

If some of our members would be good enough to help out, the following FCA members need your assistance. If you need help, send your questions to the Editor.

Would appreciate some tips on what we'll do when leaded gas is removed from the market. Also, it would be nice to ride with someone to the National Convention — would appreciate some leads. Last of all, I need some tips on air leaks on the firewall of my '64.

George R. Penick, III
8621 Coach Road
Tallahassee, FL 32308

Help! After a fruitless search for a '63 V-8 Hardtop Falcon, I would like to investigate converting a 6 cyl. Falcon to a V-8. Has anybody out there done this (I know someone has)? I have some questions:

- 1) Will the lower motor mounts (the cast pcs. that bolt to the base of the shock towers) from a '64-'65 Falcon/Comet work in the '63?
- 2) Will the spindles from a '64-'65 work on the '63, or is there an easier way to change the front hubs to 5-lug? Could I just change the hubs and backing plates, or are the bearings different (shaft size)?
- 3) What's the difference between '63 bucket seats and '64-'65 buckets?
- 4) How much of a problem would it be to put a C-4 in my '63 Hardtop?

Ernest Shaver
Rt. 1 Box 169
Crimora, VA 24431
Phone (703) 363-5660

Can you publish a list of body codes for the 1962 and 1963 Falcons?

Ralph Leidy, CA

Here they are, Ralph, for '60 - '64. Ed.

1960 FALCON

58A 4D Sedan
64A 2D Sedan
59A 2D Wagon
71A 4D Wagon
66A 2D Ranchero

1961 FALCON

64A 2D Sedan
58A 4D Sedan
59A 2D Wagon
71A 4D Wagon
66A 2D Ranchero
78A Sedan Delivery
89B Econo Bus

1962 FALCON

58A 4D Sedan
62C 2D Sedan
64A 2D Sedan
59A 2D Wagon
71A 4D Wagon
71B 4D Squire Wagon
66A 2D Ranchero
78A Sedan Delivery
89B Club Wagon (Econoline)

(Cont. on next page)

BODY CODES (Cont.)

1963 FALCON

62A 2D Sedan (Standard)
62B 2D Sedan (Futura)
62C 2D Sedan (Futura-Bucket Seats)
54A 4D Sedan (Standard)
54B 4D Sedan (Futura)
63B 2D Hardtop (Futura)
63C 2D Hardtop (Futura-Bucket Seats)
63C 2D Hardtop (Sprint)
76A Convertible (Standard)
76B Convertible (Bucket Seats)
76B Convertible (Sprint)
59A 2D Wagon (Standard)
59B 2D Wagon (Deluxe)
71A 4D Wagon (Standard)
71B 4D Wagon (Deluxe)
71C 4D Wagon (Squire)
71D 4D Wagon (Squire-Bucket Seats)
89B Station Bus Standard
89C Station Bus Custom
89D Club Wagon
66A 2D Ranchero Standard
66B 2D Ranchero Deluxe
78A Sedan Delivery Standard
78B Sedan Delivery Deluxe
87A Econoline p/u Standard
87B Econoline p/u Custom
89A Econoline Van Standard
89E Econoline Display Van
89F Econoline Window Van
89G Econoline Cargo Van

1964 FALCON

62A 2D Sedan Standard
62D 2D Sedan Deluxe
54A 4D Sedan Standard
54D 4D Sedan Deluxe
62B 2D Sedan Futura
62C 2D Sedan Futura (Bucket Seats)
54B 4D Sedan Futura
63B 2D Futura Hardtop
63C 2D Futura Hardtop (Bucket Seats)
63H 2D Futura Hardtop (Bucket Seats
Less Console)
63D 2D Sprint (Bucket Seats)
63E 2D Sprint (Bench Seat)
76A Convertible
76B Convertible (Bucket Seats)
76D Conv. Sprint (Bucket Seats)
76E Conv. Sprint (Bench Seat)
59A 2D Wagon Standard
71A 4D Wagon Standard
71B 4D Wagon Deluxe
71C 4D Squire
89B Econo Bus Standard
89C Econo Bus Custom
89D Econo Club Wagon
66A Ranchero Standard
66B Ranchero Deluxe
66H Ranchero Deluxe (Bucket Seats)
87A Econo Pickup Standard
87B Econo Pickup Custom
89A Panel Van
89E Display Van
89F Window Van
89G Cargo Van

CARS FOR SALE

1962 Four Door Falcon. Dark blue with black and grey interior. Original black and grey cloth seats. 170 special 6 cyl. 3 spd. on column. 56,000 original miles. This car has never been in the snow and is in excellent unrestored condition (no rust ever). Price is \$2,600. Dan Nolin, R.D. #3, 21 Musket Circle, Milton, VT 05468. Phone (802) 893-1292 evenings.

(Cont. on next page)

CARS FOR SALE (Cont.)

'64 Sprint V-8, 4-speed, new tires, brakes, shocks, exhaust system, wire spinner hubcaps, drives and looks good. This is a sharp car, must be seen, restored from ex-drag car, low mileage. Must sell as cannot drive standard due to accident. Priced right at \$2,900. Joe Bassett, 123 Martin Pond Rd., Groton, MA 01450. Phone (617) 448-6231.

1964 Falcon Futura, 2-door hardtop, V-8, auto, 58,000 miles, no rust, original, like new condition. \$3,200. Conley Dockery, 6701 Tazewell Pike, Knoxville, TN 37918. Phone: (615) 689-6168.

1965 Ford Falcon Country Squire 4-door Wagon, 90% restored, tan interior, wood siding, roof rack, auto. rear window, auto trans., V-8 289 engine, body in excellent condition. \$4,500/B.O. Mr. & Mrs. C. Scarpelli, 441 Pheasant Ln., Santa Rosa, CA 95401 (707) 542-1129.

1961 Four-door Falcon Sedan, 170 6-cylinder, 3-speed manual, with deluxe trim, cloth seats, AM radio, and Starlight Blue exterior. Very clean, original "second owner" car with many mechanical repairs completed in last two years including: brakes, shocks, front end, starter, generator, voltage regulator, clutch, pressure plate, ignition system, heater, and battery. How about a good home for this nice little Falcon? Asking \$2,000. Contact M. Kelly McNair, 3409 Medina Ave., Fort Worth, TX 76133, (817) 924-8149 before 8:30 p.m.

1965 Falcon 4-door Sedan, 6 cyl., std. trans., needs trans. work. Straight car. \$600. Jim Keith, 330 W. Main, Paragould, AR, phone (501) 236-2555.

PARTS FOR SALE

Complete original drive train from '64 Falcon Sprint, 260 V-8 motor with chrome valve covers, exhaust manifolds, H-pipe, clutch equalizer bar, bell housing, flywheel, clutch, pressure plate, bearing, rare factory 4-speed top loader transmission, shifter, inspection cover, (hump), new boot, trans. and motor mounts included. \$1,000 for all. Will not separate, will not ship. Jeff Feltner, (703) 662-1836 days, or 662-1046 nights.

'61 grill N.O.S. \$60 used mint \$50, '62 grill used \$40. Have tons of used parts — send S.A.S.E. '62 - '63 - '64 - '65 - '66 parts cars. Joe Bassett, 123 Martin Pond Rd., Groton, MA 01450, phone (617) 448-6231.

1961 four doors, \$50 each; rear window, \$30; complete wiring harness, \$40; many other parts. Daniel C. Nolin, RD #3, 21 Musket Circle, Milton, VT 05468, phone (802) 893-1292.

1965 Futura Station Wagon body moulding, driver's side V.G.C. with gas cap. \$100 plus shipping. 1962 Falcon left front fender G.C. light rust inside. \$65 plus shipping by bus. Melvin A. Lea, 4491 Skenandoah Dr., RD 2, Oneida, NY 13421. Phone (315) 363-4257.

PARTS WANTED

For '63 Econoline — 1 pr. fender skirts. Ed Bucholz, Rt. 1, 6I, Lake Village, IN 46349, phone (219) 992-3791.

Chrome side mouldings for both front fenders for a 1963 Falcon Futura Convertible. Please call Wayne Johnson at (814) 744-8497 or write P.O. Box 26, Tylersburg, PA 16361.

Chrome vanity panel that fastens over holes in dash when radio is not installed. (I believe it has FALCON or FUTURA printed on it.) Ralph Peckins, call (404) 754-9172 or write P.O. Box 731, Clarkesville, GA 30523.

Does anyone have a *narrowed 9"* rearend that you would sell. Pumpkin not necessary. I want this for my '63 hdt. for a serious street attack. Ernest Shaver, Rt. 1, Box 169, Crimora, VA 24431, phone (703) 363-5660.

CLASSIFIED — MISC.

Service Manuals. All years in stock including the scarce 1964. Inquire your needs SASE. Owners manuals. 1963 Reprint, \$8; 1964 NOS/mint, \$14; 1965 exc., \$10; 1966 vg, \$8; 1967 exc., \$8; 1968 exc., \$8. Literature for other lesser cars/trucks, too. Please inquire. Jim Lungwitz, 1927 Brookdale Dr., Colorado Springs, CO 80907.

FALCON RADIOS and other classic car radios repaired. 30 years experience. All work guaranteed. Free estimates. Robert K. Wallace, 8007 Red Lion Road, Springboro, Ohio 45066, phone (513) 748-0567 evenings.



CORRECTION

There was a mistake in the National Meet Book on page 18. Ken Hustvet's Sedan Delivery should have been shown as 1st Place in the "Utility" category, and his Ranchero as 2nd Place. These autos were shown in the opposite order.

We regret the error, Ken.



BEAUTY AND THE BEACH

This feature by Gene Makrancy of The Ranchero Club

It is early morning in the fall of 1963. The students are all back in school, but the weather is hot and the sun still bright. The beach is your destination.

Of course the beach isn't empty, but it isn't crowded, either. The ocean has its sparkle as usual. A walk along the sand is really just a browse to look at the girls.

Something catches your eye. You move closer, but not to be conspicuous, keep a bit of distance. What a beauty she is, like nothing you expected. What a shape, perfect contour from top to bottom. That front, so shapely, curving out and back, forming an excitement within you. The behind, with such graceful curves and just the right size to make her the most perfect package you've seen yet on the beach.

You move closer now. She looks better as you get within an arm's length. Your eyes take it all in at once. With a sigh you speak.

"Ranchero. She sure is a beauty," you say to the person standing next to the tailgate.

"I thought so too," he says, "That's why I bought her."

You look over this surfboard hauler from the powerful 260 V-8 to its bucket seated interior.

"How did Ford do it?" you think to yourself. The Falcon was always a good looking car, but this restyle and optional V-8 power was changing its image. This new '64 has an aggressive look to it. You look it over thoroughly now. Would 1964 be your year to go Ranchero-ing?



1964 was a good year at Ford. The full size Ford line of Customs and Galaxies were on their last year of a platform that dated back to 1957. You would never guess this by the total restyle given Ford. Could it be possible to improve on the beautiful '63 Galaxie? It certainly was.

Fairlane had its restyle, but it only happened from the middle back. A grill update tied Fairlane's good looks to its big brother Galaxie.

Thunderbird was the most distinctive offering at model year introduction. A squared look was a complete departure from the rounded jet-like appearance of the '61 - '63, but it still looked all thunderbird. The squared lines would be the inspiration for all '65 Ford styling.

April 17, 1964, is a day to be long remembered in North American auto history. It was the day Mustang was introduced. A short deck, long front, Thunderbird roofline, and the tried and true Falcon platform made Mustang the dream car people still dream of.

Falcon was on its first major styling change. New rooflines and body styles had been introduced through late '62 and '63 production. Each move with Falcon was a right move. Sheet metal was now four years old and overdue for a change by standards of the '60's. A more angular appearance was in line with Ford's look for the mid sixties. This was to be Falcon at its best.

Ranchero was all Falcon. The restyle looked best on the pickup car. (Did you expect me to say different?) The longer quarter panel carried the side contour lines better. A forward appearance was formed with front fender points and grill shape. The grill shape is difficult to explain. Just look at the picture, I think they are still worth a thousand words. Ranchero's hood was flat now, with a deep front to back scallop and a raised center ridge. Once again, the Falcon Ranchero side feature lines had a look of the current Thunderbird. Of course, this is a visual impression giving a family resemblance that would be evident a year later when all the '65 models made it to the showroom.

Rear styling of Ranchero was dramatic, not shared with the Falcon passenger car, but looking more like it than previous years. Tall lamps were round, but now canted inward at the top. These assemblies are shared only between Ranchero, Sedan Delivery, and Falcon station wagons. The well sculptured tailgate still used the "Ranchero Emblem" to fill in the tailgate's window control hole. The raised contour line that ran even with the

tail lamp centers, had "Ford" lettered just above it. Early factory photos do not show any lettering, and this may also differ on early and late production '64's.

All new from bumper to bumper was actually only from the belt line down and skin deep. Almost all mechanical parts were from the fabulous 1963½ Rancheros, and a change for the sake of change was unnecessary.

As identical as the cargo bed appears to the 1963, it is not. A logical check is to look at Ford Motor Company specifications for the two. 1963 was six-foot-long, four and a half-foot-wide, and fifteen and a half-inch-deep for a total of thirty one and a half-cubic-feet of usable load space. 1964 was six-foot-long, four and a half-foot-wide, and fourteen and a half-inch-deep for a total of thirty-cubic-feet of load space. Something is obviously different.

Ranchero interiors were updated using new Falcon door panel trim. The tan western-motif cloth was the standard interior for model 66A. A black two-spoke steering wheel was all new. The horn button was centered. Model 66B Deluxe Rancheros used pleated vinyl interiors like Falcon sedans and wagons with upgraded door panels and instrument panel facings. Model 66H was a Deluxe Ranchero with optional bucket seats. These bucket seats had firmer round corner design for more support and comfort. Futura instrument panel trim was included with this interior. All interior knobs had the bright centers with the optional interior trim instead of solid black knobs as with the model 66A. The 66A also had a black mat on the floor instead of color keyed carpet like the 66B and 66H Rancheros. All models used a white vinyl headliner. All dial and instrument faces were black with white lettering. Indicator arrows were red-orange. Piping on optional interior seating surfaces was silver with black or red interiors.

There were many maintenance improvements since 1960. The 1964 had 6,000 mile routine maintenance intervals over the first 36,000 miles, ½ of those required for the 1960 Falcon Ranchero. The use of better materials and improved designs were reasons



for less maintenance. The first major chassis lubrication for the 1964 Falcon Ranchero was at 36,000 miles. Coolant, fuel filter, and air cleaner life were extended to 36,000 miles of normal driving also.

Life-of-the-car transmission and rear axle lubricant was for both automatic and standard transmissions. Auto Lite 18-MM, self-cleaning spark plugs were used. Even wiper blades had been improved to last 50% longer than in 1960.

Ranchero's extended life electrical system now included headlamps. The original lamp should have a Ford script on its center lens glass.

To increase the life of Ranchero's new body was the process of Zinclud coatings to main underbody structural members. A heavy coating of metallic zinc was applied to the front side rails, rocker panels, and rear side rails. Zinc-rich primer was applied to the lower interior surfaces of various body panels, doors, fenders, and to the splash areas of the wheelhousings. For additional protection, a zinc-phosphate corrosion inhibitor was sprayed over all lower body surfaces, both inside and out.

An increase in body insulation, sound deadening materials, plus better joint sealers created a more comfortable environment in Ranchero than previous Falcon models. The windshield of Ranchero was made of laminated plate safety glass. Rear cab back lite was solid, tempered safety glass. Side door glass and vent window panes were solid, tempered safety glass also.

The Ranchero front seat was of Ford Posture-Perfect Design. Seat frame members were of box-section and channel design welded together. Specially formed profile seat-frame springs and sturdy Z-springs provided even support at thigh and back. Springs were formed from quality spring wire with built-in variable resistance. This provided support over the entire seat back. A heavy burlap material with interwoven steel wires laid over the springs to pad and protect the seat material. Cushioning consisted of a layer of cotton padding and one and a quarter inches of foam.

Ranchero's front seat/or seats solidly attached to sturdy roller-bearing seat tracks with nylon slides and built-in assist springs. A seat-release latch was located at the front of the seat. An increase in seat travel was one inch over 1963.

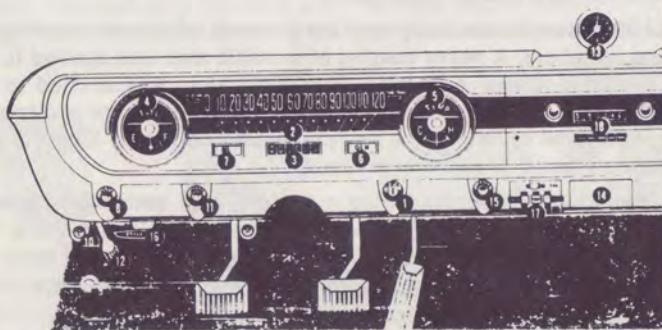
Seat belt anchors are built into all 1964 Ford passenger cars, Rancheros, and Sedan Deliveries. Four heavy-gauge plates are solidly attached to the floor behind the front seat

to provide secure attachment points for seat belts. All club vehicles should have seat belts that are used. They could save the club a valuable member.

A change in interior dimensions gave more clearance between the steering wheel and front seats. Ranchero had a more comfortable interior. To make your Ranchero even more comfortable, Ford offered a long list of options. All applicable Falcon options are Ranchero options as well. They are:

Air conditioning (not available with 4-speed); automatic transmission quadrant display light kit; axle ratio options; back-up lamp kit; heavy-duty battery option for both six and eight cylinder models; power brakes; cigarette lighter; dash-top mounted electric clock; compass; courtesy light groups (includes front door switches for interior lights, ash tray light, glove box light, map light, and back-up lights); clear plastic seat covers, bench seat only; ventilated seat cushion; rear mud and stone deflector; door edge guards; door storage compartment kit; fire extinguisher; clear or color floor mats; license plate frames; locking gas cap; heavy-duty generator and regulator; tinted glass - all around; tinted glass - windshield only; fresh air heater delete option; Lake Pipes; engine compartment light; a 12-volt map light connecting to the lighter; litter basket; glove box lock; rocker panel molding; padded instrument panel; padded visors; transistorized AM-push button radio, antenna included; Two-way radio; seat belts; outboard front seat belt retractors; spotlight and bracket with integral rear view mirror (same for right or left

INSTRUMENTS, CONTROLS, CONVENIENCE FEATURES



18 RADIO AM Radio

The Ford transistor-powered radio is engineered to provide fine fidelity sound reproduction and long, more trouble-free operation. Each of the station selector buttons had probably been set by your Ford dealer to one of your local stations. If other stations are desired, the knob at the right of the tuning dial can be tuned manually. The combination on-off switch and volume-control knob is at the left of the dial, and the tone control is behind the volume knob.

Reset any selector button for automatic tuning of another station by first warming up the radio for at least ten minutes. Next, pull the button to be reset straight out until it stops. Turn the tuning knob to the station setting you want for the button. To lock the new setting, push the button all the way in.



- 1 Ignition Switch
- 2 Speedometer
- 3 Odometer
- 4 Fuel Gauge
- 5 Temperature Gauge
- 6 Generator Indicator
- 7 Oil Pressure Indicator
- 8 Light Switch
- 9 Headlight Beam Selector
- 10 Choke
- 11 Wiper Control
- 12 Washer Control
- 13 Clock
- 14 Ash Tray
- 15 Cigar Lighter
- 16 Parking Brake
- 17 Heater Controls
- 18 Radio

Want to personalize your new FALCON?

There's a Ford Quality accessory designed to meet practically any automotive need or desire you might have. These Genuine FoMoCo and Rotunda accessories are designed specifically to complement the styling of your Falcon, and are manufactured to Ford's high standards of quality to provide more dependable operation and longer life.

The following pages review briefly Ford's line of quality accessories. Full line accessory folders giving more detailed information on Ford accessories are available from your Ford dealer on request. He'll be glad to show you his complete line of accessories, and to explain how his low, competitive prices on Ford accessories make it easy for you to own them. *Of course, if installation is required, he's in a position to provide the best.*



Push Button Radio

Fully transistorized AM radio with large 5" x 7" speaker provides instantaneous and clear extended-range reception. A new, radio-noise suppression feature minimizes distortion, providing only the finest tonal fidelity.



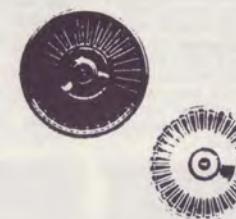
Mud and Stone Deflector

This functional, full-width deflector, which is made of heavy-duty rubber, protects the bumper and finish from tire spray and helps keep the rear window clean for added driving safety.



Outside Rear View Mirrors

A wide variety of distinctive chromed "First-surface" glass mirrors are available to suit your driving needs. They have positive-friction ball swivels to maintain mirror position and avoid vibration misalignment.



Wheel Covers

Gleaming stainless steel wheel covers add an attractive styling detail that definitely enhances the appearance of your new Falcon. Deluxe or distinctive simulated-wire wheel designs are available at a very moderate cost.



Spotlight With Mirror

Powerful, sealed-beam reaches out over one-half mile in clear weather. Head rotates full 360°. Has built-in, full-view "First Surface Glass" mirror. Provides greater driving convenience and safety, night or day.

Ventilated Seat Cushion

Inner springs and open mesh fiber combined in one individual cushion give you a "breezy bucket seat" that permits fresh, cool air to circulate between you and the seat. Available in four attractive colors.



Plastic Seat Covers

Heavy duty, clear plastic seat covers protect upholstery without hiding colorful decorator fabrics. Spots and spills wipe off with a damp cloth. Available for both front and rear seats.



Rubber Floor Mats

Durable, easy-to-clean, long-wearing rubber. Choice of eight harmonizing colors. Front, contoured, door-to-door or individual front twin mats ... and individual twin rear mats.



Clear Vinyl Floor Mats

Let attractive carpet colors show through while protecting carpeting from wear. Front contoured, door-to-door and individual twin rear mats. Can be cut to custom-fit all models, including those with a center console.

1964 ACCESSORIES

/ for GREATER SAFETY / for unsurpassed Beauty and

Utility / for greater Driving Convenience



Self-Regulating Electric Clock

Precision clock mounts on top of the dash. It features sweep-second hand and illumination of dial for easy reading at night.



Remote-Control Rear View Mirror

This mirror offers the ultimate in beauty, safety and convenience. A toggle switch, conveniently mounted on the door panel, controls the viewing angle of the mirror and permits easy adjustment from within the car. The mirror is mounted and moves within a sturdy metal frame. Once positioned, it seldom requires adjustment.



Seat Belts — Metal-To-Webbing and Metal-To-Metal Buckles

Ford quality seat belts meet all requirements of the Society of Automotive Engineers and General Service Administration. Made of strong nylon webbing to withstand 5,000 pounds of sudden pressure. Instantly releasable with one hand. Available in 7 harmonizing colors.



Parking Brake Warning Light

If brake is set, a bright red, jeweled light starts to blink on and off as soon as the engine is started. Warns driver immediately and helps prevent unnecessary brake wear.



Back-up Lights

Twin lamps, centered in tail-lights, light your way at night for safer, easier backing. Also warn others behind you when you are backing up, even in daytime. Light automatically when your Falcon is put in reverse.



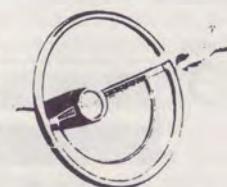
Windshield Washers

Twin jets of washer solution sprayed on your windshield ensure wipers to clean off hard-clinging road film in seconds . . . thus reducing eye strain and fatigue. Required by safety laws in many states.



Power Brakes

Falcon power brakes, available on Fordomatic-equipped models, provide faster, surer straight-line stops. Reduce pedal effort up to 55% over regular hydraulic brakes. Vacuum reserve permits three normal stops even in the event the engine stops.



Power Steering

Falcon power steering reduces steering effort up to 85%. Simplifies parking and reduces fatigue of driving, particularly at lower speeds in traffic. Regular mechanical steering takes over if power system becomes inoperative.

Ford's Total Performance image carried into the Ranchero as well as keeping its famous economy reputation. Standard engine was the 144 cubic inch six with 85hp and a 1-venturi carburetor. The optional six was the 170 cubic inch with 101hp and a 1-venturi carburetor. This six was owner proven to be durable and economical. The 200 six became optional after model introduction. This engine produced 116hp and also used a single venturi carburetor with a manual choke. The V-8 option was the 260 cubic inch with 164hp and a 2-venturi carburetor. Patent plates can only prove other engine options.

Rear axle ratios were 3.10 and 3.50 for the 3-speed manual transmission with the 144 six. The 170 six had 3.20 standard and 3.50 optional with the 3-speed; 3.50 with the 4-speed manual transmission; and Fordomatic 3.20 and 3.50 optioned. The 200 six teamed only to the Fordomatic with either the 3.20 or 3.50 axle ratio. The 260 V-8 had only the 3.25 ratio regardless of any of the three transmissions optioned. These axle ratios are from the Falcon passenger car brochure. Ranchero lists a 4.00 ratio for the 144 cubic inch six, but no specifics as to which transmission option.

Rancheros had the 24,000-mile warranty (or 24 months). The Falcon and Ranchero owner's manual details the warranty.

Exterior colors and their codes are: Raven Black, A; Rangoon Red, J; Guardsman Blue, F; Skylight Blue, Y; Silversmoke Gray, K; Dynasty Green, D; Vintage Burgundy, X; Chantilly Beige, Z; and Wimbledon White, M. Two-tone combinations are: Guardsman Blue with Skylight Blue; Skylight Blue with Guardsman Blue; or Wimbledon White with any color on the lower body.

Styling is a matter of opinion. The increasing number of 1964 Rancheros in the club indicate many enthusiasts share the opinion the '64 was a most handsome vehicle.

Production totaled 17,316 for 1964. This breaks down to 9,916 model 66A Standard Rancheros, 7,165 model 66B Deluxe Rancheros, and 235 model 66H Deluxe Rancheros with bucket seats.

★ ★ ★ SPECIAL NOTICE ★ ★ ★

The Falcon News will now accept Commercial Ads for the newsletter. They must be sent to the Editor. All ads must be received by the 10th of the month or it will appear in the next issue of *The Falcon News*. Payment must accompany all ads.

All ads for the classified section of the newsletter must appear with the member's name, or it is considered a commercial ad and must be paid for.

ALL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS.

COMMERCIAL AD RATES:
(Price per month)

FULL PAGE	\$50.00
HALF PAGE.....	30.00
QUARTER PAGE.....	20.00
BUSINESS CARD.....	5.00

Only auto related ads will be accepted for *The Falcon News*. "WARNING" — The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. The Falcon Club has the right to reject any or all commercial ads.

side); power steering; tachometer (Sun, 8-cyl., 8500 RPM; Rotunda 3" and 4", 6- and 8-cyl., 6000 or 8000 RPM); tire options; tissue dispenser; tool kit; two-tone paint (roof only); wheel covers, full deluxe or simulated wire with knock-off hubs; windshield washer kit for single speed wipers; windshield washer with 2-speed wipers, foot operated washer.

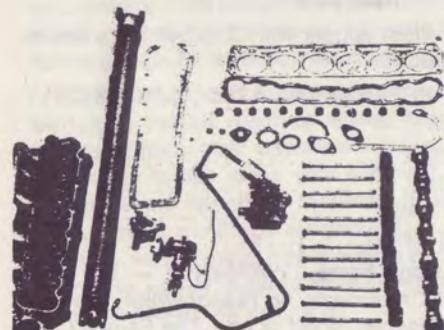
Convenience and ornamentation package included: front door operated dome light switches, deluxe steering wheel, cigarette lighter, color-keyed front floor mats, hood ornamentation, and applicable minor items. Several mirrors were optional. They are illustrated in this issue with the help of the '64 Ranchero owner's manual. Deluxe trim packages on Ranchero included bright metal moldings on door window frames plus bright metal moldings around top of the cargo box and cab back. This also included black or red steering wheel with a horn ring, cigarette lights, dome light door switches, and black or red pleated vinyl upholstery. A body side molding package was available. This resembled the Futura's.

Tires for Ranchero were: 6.50 x 13 6PR on 13 x 4 1/2J safety-type wheels (6-cyl.), 7.00 x 13 4PR on 13 x 14 1/2J safety-type wheels (V-8 only). Optional tires were: 6.50 x 13 6PR white side walls and 7.00 x 13 4PR white side walls.

FALCON RANCHERO ENGINES '60 - '65

1. 144 6-cylinder, 90 hp. Only engine option for 1960. Was the standard engine from 1960 til March 1964 when phased out of production. The hp rating dropped to 85hp in 1961 through 1964.
2. 170 6-cylinder, 101hp. Engine option began in 1961. In 1965 the engine was modified and horsepower ratings were increased to 105.
3. 200 6-cylinder, 116 hp. Engine option available in February of 1964. Only transmission was Fordomatic til 1965 model run. In 1965 modifications were made and horsepower was increased to 120. Transmission options were expanded to include all except 4-speed.
4. 260 8-cylinder, 164 hp. Optional beginning in February of 1963, this engine was used until the introduction of 1965 models.
5. 289 8-cylinder, 200 hp. Optional on 1965 models.
6. 289 8-cylinder, 225 hp. Optional on 1965 models, had 10.0:1 compression and a 4-venturi carburetor.
7. Cobra performance kits for 260 and 289 engines. These kits were first made available in 1964 as dealer installed options on 1964 Rancheros with the 260 V-8. In 1965 these kits were available for the 289. They consisted of the 289 high performance camshaft and solid lifters, heavy duty valve springs, distributor kit with dual points and mechanical advance, 4-barrel manifold and carburetor. Also a dual exhaust system was available to replace the single pipe system. A complete kit including the special high performance heads, special rods, and crank could also be had. Any single component or combination of the above could be installed. Contrary to rumors, there is no documented evidence that the high performance 289 was ever factory installed in a Ranchero for domestic use. Always check patent plates.
8. High performance kit for 140 and 170 6-cylinder engines. The kit parts number was C2DZ-6B068-A and was listed in the high performance accessories for 1962 - 1963. The listing is reprinted here.

Dave Jones



HIGH PERFORMANCE KIT FOR FALCON C2DZ-6B068-A

The completeness of this high performance Falcon Kit adds sparked performance to the 140 and 170 C.I.D. Falcon engines. It provides durability during sustained high-speed highway driving. This kit, Part Number C2DZ-6B068-A, offers that "extra punch" when needed for passing and attaining higher top speeds.

(This feature provided by Dave Jones of The Ranchero Club.)

The Falcon Club Store

Memo Pad ("Falcon Club of America") imprint	.....	\$ .50
Decal (National Club window decal)	.....	1.25
Patches: National Club Patch (3" round)	.....	2.25
Ford Falcon (oval, blue & gold)	.....	2.25
Falcon (rectangular, 2" x 4", red & gold)	.....	2.25
Pins: Falcon Bar (red, white & blue)	.....	2.25
Falcon Bar (smaller size, red, white & blue)	.....	2.25
Falcon Script (silver)	.....	2.25
License Plate (Falcon Club of America, white w/ red letters)	.....	4.50
Books: 1960-1963 Reproduction shop manuals, includes V-8	.....	30.00
Falcon Book (By Ray Miller, covers all Falcons - hardcover - 320 pages)	.....	35.00
Falcon Book (By Phil Cottrell, covers 60-63 Falcons)	.....	16.00
Falcon Poster (24" x 36", has 28 color pictures of Falcons)	.....	4.00
Falcon Fender Cover (24" x 40", with Falcon imprint)	.....	16.50
Convention Booklets (1980, 1981, 1982, 1983)	.....	.50
Tire Key Chain (center imprinted w/FCA logo)	.....	1.25
Falcon Club of America T-Shirt (Short sleeve, white with red trim; Adult S, M, L, XL; Child S, M, L)	.....	6.50
Hat (Red with National Club patch on front, one size for all)	.....	6.50
Sweatshirt (gray with red FCA logo; S, M, L, XL)	.....	12.50



All prices include postage and handling. Be sure to state correct size.

Please make checks and money orders payable to **The Falcon Club**

of America. Send all orders to: **Ellen O'Dell**
417 Valley View Drive
East Alton, IL 62024